I. Potential References of Interest

A. Dialog

37/3,K/55 (Item 1 from file: 624)
DIALOG(R)File 624: McGraw-Hill Publications
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01202070
Hedging marine price risk: Traditional risk-management tools like swaps cannot make oil shippers invulnerable to oil price volatility. And they do nothing to mitigate freight risk--the shipping price paid to tanker owners. But new marine risk hedging instruments are reaching market, and they could prove as popular as commodity derivatives
BY PETER STEWART
Global Energy Business, Vol. 3, No. 5, Pg 46
September/October, 2001
JOURNAL CODE: GEB
SECTION HEADING: FEATURES: ENERGY TRANSPORT ISSN: 1522-7669
WORD COUNT: 2,728

TEXT:

... wet bulk market. Other freight chartering Web sites include laycan.com, charteringsolutions.com, and shipIQ.com. Oslo (Norway)-based Imarex.com is also planning an **on-line exchange** for **freight derivatives**, and will start with **several** key **routes** for crude tanker shipments.

Platts' tanker rate assessments are also increasingly being used in settlement. It publishes many specialist services for the marine sector, including...

24/5/11 (Item 1 from file: 583)
DIALOG(R)File 583: Gale Group Globalbase(TM)
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09622865
Bettr online options for small freight forwarders

Singapore: New suite to help small freight forwarders
Business Times (XBA)   25 Oct 2001   p.20
Language: ENGLISH

TradePalette suite of services has been rolled out in Singapore by the corporate brand of Singapore Network Services Pte Ltd (SNS), CrimsonLogic. The launch, on 24 October 2001, will help small freight traders and forwarders to conduct all documentations and trading using the suite. Priced at S$ 600 onwards for set-up and a monthly subscription of S$ 60, the suite comes with **two** major **applications**, namely **Trader** and **Forwarder**. Freight forwarders will be able to book cargo space online via 10 shipping lines. Some of the shipping lines include Bintang Mas Shipping, Oldendorff Carriers (Indotrans) Pte Ltd, Sinose Maritime Pte Ltd and Pacific Eagle Lines Pte Ltd. The suite, targeted at small and medium enterprises (SMEs) can also be accessed via the Internet. It is expected to speed up cargo shipment for freight forwarders. Trade finance will be offered by SNS through banks that have signed agreements for the service with CrimsonLogic. So far, three banks have signed up with CrimsonLogic to offer trade finance via TradePalette including Standard Chartered, Overseas Chinese Banking Corp (OCBC) and HSBC (Hongkong & Shanghai Banking Corp). By January 2002, 4 banks are expected to sign up with CrimsonLogic while by December 2002, around 10 banks will offer trade finance through the suite. Any trade

conducting using the suite will also enjoy insurance coverage from a selection of companies including NTUC Income Insurance Cooperative, Yasuda Fire and Marine Insurance (Asia), HSBC Insurance (Asia) Ltd and Royal and Sun Alliance.

Company: SINGAPORE NETWORK SERVICES; SNS; CRIMSONLOGIC; BINTANG MAS SHIPPING; OLDENDORFF CARRIERS (INDOTRANS); SINOSE MARITIME; PACIFIC EAGLE LINES; STANDARD CHARTERED; OVERSEAS CHINESE BANKING; OCBC; HSBC; HONGKONG & SHANGHAI BANKING; NTUC INCOME INSURANCE COOPERATIVE; YASUDA FIRE & MARINE INSURANCE (ASIA); HSBC INSURANCE (ASIA); ROYAL & SUN ALLIANCE

Product: Production Management (9913); Water Transportation (4400);
Event: Product Design & Development (33); Companies Activities (10);
Country: Singapore (9SIN);

24/5/12 (Item 2 from file: 583)
DIALOG(R)File 583: Gale Group Globalbase(TM)
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09555478
Enron to go online with three more routes for derivatives portfolio

US: ENRON ADDS **MORE ROUTES** TO DERIVATIVE PORTFOLIO
Lloyd's List (LL)   03 Jul 2001   p.4
Language: ENGLISH

The US energy company, Enron, has unveiled plans to add three **more routes** to its **freight derivative** portfolio. The **online trading platform** of Enron will now include a clean 30,000 tonnes Singapore to Japan route, a clean 33,000 tonnes Continent to US route and a dirty 70,000 tonnes Caribbean up coast route. Enron said the new routes would open up the Far East and US markets as well as help improve the liquidity of the project. The expansion of the portfolio follows the success of Enron's North Sea swaps that has produced as much as 3mn tonnes of paper freight since October 2000.

Company: ENRON

Product: Water Transportation (4400);
Event: Plant/Facilities/Equipment (44);
Country: United States (1USA);

22/3,K/3 (Item 3 from file: 20)
DIALOG(R)File 20: Dialog Global Reporter
(c) 2010 Dialog. All rights reserved.

12708592 **(USE FORMAT 7 OR 9 FOR FULLTEXT)**
Interface with From2 Provides Neopost Logistics Systems Users Guaranteed International Landed Transportation Costs

BUSINESS WIRE
September 06, 2000
Journal Code: WBWE   **Language:** English   **Record Type:** FULLTEXT
Word Count: 871
(USE FORMAT 7 OR 9 FOR FULLTEXT)
...as destination, contents and required delivery time. The company can ship any item, regardless of size, shape, weight, or value. Customers can choose from a **variety** of air, ground and ocean **transportation options,** with advance quotes for each option. From2 is the only

international logistics company to guarantee landed cost and on-time delivery of a package to...

37/3,K/5 (Item 5 from file: 20)
DIALOG(R)File 20: Dialog Global Reporter
(c) 2010 Dialog. All rights reserved.

21314473 (USE FORMAT 7 OR 9 FOR FULLTEXT)
TWA: New shipping portal debuts for American Airlines Cargo

M2 PRESSWIRE
February 18, 2002
Journal Code: WMPR   **Language:** English   **Record Type:** FULLTEXT
Word Count: 383

-
...Global Logistics, a virtual integrator, who has the support of several industry-leading transportation companies to provide component transportation services.
     Air cargo customers have a **number** of **Internet options** at American **Airlines** to facilitate **shipping** packages and larger freight shipments. For the past year, AAToday.com has served Americans same-day customers with full Internet service. In December, AACargo.com...

37/3,K/7 (Item 7 from file: 20)
DIALOG(R)File 20: Dialog Global Reporter
(c) 2010 Dialog. All rights reserved.

20298231 (USE FORMAT 7 OR 9 FOR FULLTEXT)
UK Government: Keeble welcomes recommendations of Cambridge to Huntingdon multi modal study

M2 PRESSWIRE
December 13, 2001
Journal Code: WMPR   **Language:** English   **Record Type:** FULLTEXT
Word Count: 868
(USE FORMAT 7 OR 9 FOR FULLTEXT)
...multi-modal studies programme is a key element of our policies for integrated transport. It applies rigorously the principles which underpin our ten-year plan, **matching solutions** to severe **transport** problems by assessing all the **options** across **different transport modes.**
     "The Cambridge to Huntingdon **multi**-modal study has looked in depth at the problems caused by the congested A14. These include unreliable journey times, affecting freight and public transport, as...

37/3,K/26 (Item 3 from file: 15)
DIALOG(R)File 15: ABI/Inform(R)
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06022039   52463153
The Missing Piece

KRAUSE, KRISTIN S
Journal of Commerce pp: 28
Apr 3, 2000
Journal Code: JOCO
Word Count: 1247
Text:
...options environment, not a solutions environment. Freightquote.com is a
solutions environment," he said.

The genesis behind freightquote.com wasn't to provide the cheapest **shipping options
online** but to become a **one** -stop shop for **shippers** using **multiple modes** and seeking
a simpler way to handle transportation. However, freightquote.com's attractive
rates are what customers are talking about.

Sam Martin, president of Martin...

37/3,K/43 (Item 20 from file: 15)
DIALOG(R)File 15: ABI/Inform(R)
(c) 2010 ProQuest Info&Learning. All rights reserved.

00903654   95-53046
Reaching for the stars

Thomas, Jim
Distribution v93n8 pp: 6
Aug 1994
ISSN: 0273-6721 **Journal Code:** DWW
Word Count: 246
Text:
...by identifying the most cost-effective, direct and indirect transportation
modes. Based on customer defined service requirements, mainly desired pick-up and
delivery dates, the **software** considers all **shipping modes** and **options**, even
aberrations like **multi**-stop truckloads.

"Once we have the pick up and delivery dates we can do some intelligent, dynamic
routing. Costs can then be compared and optimized...

B. Additional Resources Searched

Financial Times FullText (via ProQuest): No relevant results.

Internet & Personal Computing Abstracts (via EBSCOhost): No relevant results.

II. Inventor Search Results from Dialog

Dialog eLink: Order File History
38/3K/2 (Item 1 from file: 349)
DIALOG(R)File 349: PCT FULLTEXT
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01166536

FREIGHT FULFILLMENT AND TRADING PLATFORM
TRANSPORT DE MARCHANDISES ET PLATEFORME D'ECHANGE

Patent Applicant/Patent Assignee:

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  634 Jay Street, Suite A, Los Altos, CA 94022; US; US(Residence); US(Nationality); (For all designated states except: US)

Patent Applicant/Inventor:

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  634 Jay Street, Los Altos, CA 94022; US; US(Residence); US(Nationality); (Designated only for: US)
- **MINER Petere**
  566 Van Buren Street, Los Altos, CA 94022; US; US(Residence); US(Nationality); (Designated only for: US)
- **LAURENT Pierre L... ...Designated only for: US)**
- **MINER Petere**

Legal Representative:

- **NGUYEN Joseph A (agent)**
  IP Strategy Group, P.O. Box 700640, San Jose, CA 95170-0640; US

	Country	Number	Kind	Date
Patent	WO	200488473	A2-A3	20041014
Application	WO	2004US9424		20040325
Priorities	US	2003457166		20030325
	US	2003457167		20030325
	US	2003457164		20030325
	US	2003457165		20030325
	US	2003457163		20030325

Designated States: (All protection types applied unless otherwise stated - for applications 2004+)
AE; AG; AL; AM; AT; AU; AZ; BA; BB; BG;
BR; BW; BY; BZ; CA; CH; CN; CO; CR; CU;
CZ; DE; DK; DM; DZ; EC; EE; EG; ES; FI;
GB; GD; GE; GH; GM; HR; HU; ID; IL; IN;
IS; JP; KE; KG; KP; KR; KZ; LC; LK; LR;
LS; LT; LU; LV; MA; MD; MG; MK; MN; MW;
MX; MZ; NA; NI; NO; NZ; OM; PG; PH; PL;
PT; RO; RU; SC; SD; SE; SG; SK; SL; SY;
TJ; TM; TN; TR; TT; TZ; UA; UG; US; UZ;
VC; VN; YU; ZA; ZM; ZW;

[EP] AT; BE; BG; CH; CY; CZ; DE; DK; EE; ES;
FI; FR; GB; GR; HU; IE; IT; LU; MC; NL;
PL; PT; RO; SE; SI; SK; TR;

[OA] BF; BJ; CF; CG; CI; CM; GA; GN; GQ; GW;
ML; MR; NE; SN; TD; TG;

[AP] BW; GH; GM; KE; LS; MW; MZ; SD; SL; SZ;
TZ; UG; ZM; ZW;

[EA] AM; AZ; BY; KG; KZ; MD; RU; TJ; TM;

Language Publication Language: English

Filing Language: English

Fulltext word count: 17051

Dialog eLink: Order File History
25/5/1 (Item 1 from file: 350)
DIALOG(R)File 350: Derwent WPIX
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0014547315 *Drawing available*
WPI Acc no: 2004-729272/200471
Multi-modal shipment fulfilling method in freight industry, involves selecting subset of derivative contracts that satisfy derivative purchase request, including contracts for two transportation modes, from database
Patent Assignee: FUTURE FREIGHT CORP (FUTU-N)
Inventor: **LAURENT P L; MINER P**

Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
WO 2004088473	A2	20041014	WO 2004US9424	A	20040325	200471	B
			US 2003457165	P	20030325		
US 20040249699	A1	20041209	US 2003457163	P	20030325	200481	E
			US 2003457163	P	20030325		
			US 2003457164	P	20030325		
			US 2004810061	A	20040325		
			US 2003457165	P	20030325		
			US 2003457166	P	20030325		
			US 2003457167	P	20030325		
			US 2004810306	A	20040325		

Priority Applications (no., kind, date): US 2003457167 P 20030325; US 2003457166 P 20030325; US 2003457165 P 20030325; US 2003457164 P 20030325; US 2003457163 P 20030325; US 2004810060 A 20040325; US 2004810061 A 20040325; US 2004810306 A 20040325

Alerting Abstract WO A2
NOVELTY - A derivative purchase request having contract requirements that specify shipment volume and performance time, is received. A subset of potentially suitable derivative contracts that satisfy the derivative purchase request, that includes derivative contracts for two transportation modes, is selected from a database.
USE - For fulfilling multi-modal shipment using network-based and computer-implemented techniques in freight industry involving transportation of goods such as liquid, and containers between destinations using variety of transportation modes.
ADVANTAGE - Prevents a shipper from viewing aggregate forecast data and from inappropriately obtaining data.
DESCRIPTION OF DRAWINGS - The figure shows the high-level functional architecture of the future-freight system.

Title Terms /Index Terms/Additional Words: MULTI; MODE; SHIPPING; METHOD; FREIGHT; INDUSTRIAL; SELECT; SUBSET; DERIVATIVE; CONTRACT; SATISFY; PURCHASE; REQUEST; TWO; TRANSPORT; DATABASE

III. __Text Search Results from Dialog__

A. Full-Text Databases

```
File  20:Dialog Global Reporter 1997-2010/Mar 23
         (c) 2010 Dialog
File  15:ABI/Inform(R) 1971-2010/Mar 23
         (c) 2010 ProQuest Info&Learning
File 610:Business Wire 1999-2010/Mar 24
         (c) 2010 Business Wire.
File 810:Business Wire 1986-1999/Feb 28
         (c) 1999 Business Wire
File 613:PR Newswire 1999-2010/Mar 23
         (c) 2010 PR Newswire Association Inc
File 813:PR Newswire 1987-1999/Apr 30
         (c) 1999 PR Newswire Association Inc
File 634:San Jose Mercury  Jun 1985-2010/Mar 23
         (c) 2010 San Jose Mercury News
File 624:McGraw-Hill Publications 1985-2010/Mar 23
         (c) 2010 McGraw-Hill Co. Inc
File  9:Business & Industry(R) Jul/1994-2010/Mar 23
         (c) 2010 Gale/Cengage
File 275:Gale Group Computer DB(TM) 1983-2010/Feb 12
         (c) 2010 Gale/Cengage
File 621:Gale Group New Prod.Annou.(R) 1985-2010/Feb 03
         (c) 2010 Gale/Cengage
File 636:Gale Group Newsletter DB(TM) 1987-2010/Feb 18
         (c) 2010 Gale/Cengage
File  16:Gale Group PROMT(R) 1990-2010/Mar 23
         (c) 2010 Gale/Cengage
File 160:Gale Group PROMT(R) 1972-1989
         (c) 1999 The Gale Group
File 148:Gale Group Trade & Industry DB 1976-2010/Mar 23
         (c) 2010 Gale/Cengage
File 348:EUROPEAN PATENTS 1978-201011
         (c) 2010 European Patent Office
File 349:PCT FULLTEXT 1979-2010/UB=20100311|UT=20100304
         (c) 2010 WIPO/Thomson
File 625:American Banker Publications 1981-2008/Jun 26
         (c) 2008 American Banker
File 268:Banking Info Source 1981-2010/Mar W2
         (c) 2010 ProQuest Info&Learning
File 626:Bond Buyer Full Text 1981-2008/Jul 07
         (c) 2008 Bond Buyer
File 267:Finance & Banking Newsletters 2008/Sep 29
         (c) 2008 Dialog


Set     Items    Description
S1      48189    (FREIGHT OR TRANSPORTATION OR CARGO OR AIRFREIGHT OR TRUCKLOAD OR
SHIPPING OR INTERMODAL OR INTER()MODAL OR SEAFREIGHT OR MULTI()MODAL OR MULTIMODAL
OR TANKER OR TRANSPORT?) (5N) (DERIVATIVE? ? OR FUTURES OR OPTIONS OR SWAPS OR
HEDGE? ? OR HEDGING OR FORWARD? ?()(FREIGHT()AGREEMENT? ? OR CONTRACT? ?))

S2       9531    (SHIP? ? OR TANKER? ? OR SHIPPING OR SHIPMENT OR CARGO OR FREIGHT
OR TRANSPORT OR TRANSPORTATION OR TRUCK??? OR AIRFREIGHT OR TRUCKLOAD OR PAYLOAD OR
```

BUNDLING OR LOAD??? OR RAIL OR TRAIN? ? OR CARRIER? ? OR RAILROAD? ?) (5N)
(CAPACITY OR VOLUME? ? OR SIZE? ? OR WEIGHT OR AVAILABILITY OR LEVEL? ? OR STORAGE)

S3   12149   (SINGLE OR ONE OR SOLE OR MULTITUD? OR MANY OR PLURAL OR PLURALITY
OR MULTIPLE? OR SEVERAL OR MULTI OR MYRIAD OR NUMEROUS OR TWO OR MORE OR NUMBER OR
VARIOUS OR ARRAY? ? OR DIFFERENT OR VARIETY OR HOST OR SELECTION) (5N) (MODES OR
CARRIERS OR SHIPPERS OR CHANNELS OR TRANSPORTATION OR FORWARDERS OR TRANSPORTERS OR
PRODUCERS OR MANUFACTURES OR ROUTES OR EXPEDITERS OR AIRLINES OR LANES)

S4   7146   (FORECAST??? OR MODELING OR MODELLING OR PREDICT? OR ALGORITHM?? OR
FORMULA OR LOGARITHM?? OR LOGIC()(STRUCTURE OR STRUCTURES) OR MATHEMATICAL OR MODEL
OR MODELS OR MODELING OR MODELLING OR PROJECTED OR PROJECTING OR PROJECTION OR
PROJECTIONS OR CALCULAT??? OR PROBABLE OR ESTIMAT??? OR TIME()SERIES OR
CROSS()SECTIONAL OR LONGITUDINAL OR PROSPECTIVE) (5N) (DATA OR INFORMATION OR
DEMAND OR SUPPLY OR SIZE OR WEIGHT OR VOLUME OR RATE? ? OR RATING? ? OR CAPACITY OR
LANE? ? OR QUANTIT??? OR PRICE? ? OR GEOGRAPHIC?? OR MODAL OR ROUTE? ? OR COURSE? ?
OR PLAN? ? OR TRAFFIC)

S5   19058   (BUY (2N) SELL OR AUCTION OR AUCTIONS OR AUCTIONING OR
COMPETITIVE()(BUYING OR PURCHAS??? OR BIDDING OR BIDS) OR DUTCHAUCTION OR
DUTCHAUCTIONS OR TRAD??? OR MATCH??? OR MARKET OR MARKETS OR INVEST??? OR
INVESTMENT? ? OR EXCHANG??? OR SWAP OR SWAPS OR SWAPP??? OR SWOP OR SWOPS OR
SWOPP??? OR BID OR BIDS OR BIDDING OR MARKETPLACE OR BROKER OR BROKERAGE OR
FINANCIAL OR DERIVATIVE? ? OR FUTURES OR OPTIONS OR FORWARDS OR FFA? ?) (5N)
(AUTOMAT? OR ELECTRONIC? OR NETWORK OR ONLINE OR ON()LINE OR SOFTWARE OR
APPLICATION? ? OR PROGRAM? ? OR MODULE? ? OR APP OR APPS OR SYSTEM? ? OR PLATFORM?
? OR INTERFACE? ? OR SOLUTION? ? OR PACKAGE? ? OR ELECTRONIC? OR TOOL? ? OR
TECHNOLOG??? OR GUI? ? OR API? ? OR MONITOR??? OR DISPLAY??? OR SCREEN? ? OR WEB OR
INTERNET OR PORTAL? ? OR WEBSITE? ? OR WEBPAGE? ? OR CONTRACT? ?)

S6   2   AU=(LAURENT, P? OR LAURENT P? OR LAURENT (1N) (P OR PIERRE) OR
MINER, P? OR MINER P? OR MINER (1N) (P OR PETERE))

S7   3195   S1 (S) S2
S8   450   S7 (S) S3
S9   53   S8 (S) S4
S10   26   S9 (S) S5
S11   10   S10 FROM 348,349
S12   3   S11 NOT AY>2003
S13   12   S9 FROM 348,349
S14   9   S13 NOT S12
S15   1   S14 NOT AY>2003
S16   31   S8 FROM 348,349
S17   27   S16 NOT (S12 OR S15)
S18   9   S17 NOT AY>2003
S19   12   S9 FROM 348,349
S20   41   S9 NOT S19
S21   13   S20 NOT PY>2003
S22   8   RD (unique items)
S23   2445   S1 (15N) S2
S24   189   S23 (15N) S3
S25   2   S24 FROM 348,349
S26   187   S24 NOT S25
S27   131   S26 NOT PY>2003
S28   88   RD (unique items)
S29   84   S28 NOT S22
S30   19   S29 (S) (S4 OR S5)

```
S31      5653    S1 (5N) S5
S32       311    S31 (5N) S3
S33        13    S32 FROM 348,349
S34       298    S32 NOT S33
S35       285    S34 NOT (S22 OR S30)
S36       154    S35 NOT PY>2003
S37        99    RD  (unique items)
S38         2    S6 NOT S18
```

Dialog eLink: Order File History
18/3K/4 (Item 2 from file: 349)
DIALOG(R)File 349: PCT FULLTEXT
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01060904

PROCESS FOR DETERMINING OPTIMAL PACKAGING AND SHIPPING OF GOODS
PROCEDE DE DETERMINATION DU CONDITIONNEMENT ET DE L'EXPEDITION OPTIMAUX DE
MARCHANDISES

Patent Applicant/Inventor:

- **DAMJI Salim**
  5852 Oso Avenue, Woodland Hills, CA 91367; US; US(Residence); US(Nationality)

Legal Representative:

- **KELLEY Scott W (agent)**
  Kelly, Bauersfeld Lowry & Kelly, LLP, Suite 1650, 6320 Canoga Avenue, Woodland Hills, CA 91367; US

	Country	Number	Kind	Date
Patent	WO	200390149	A1	20031030
Application	WO	2003US12346		20030418
Priorities	US	2002374056		20020419

Designated States: (Protection type is "Patent" unless otherwise stated - for applications prior to 2004)
AE, AG, AL, AM, AT, AU, AZ, BA, BB, BG,
BR, BY, BZ, CA, CH, CN, CO, CR, CU, CZ,
DE, DK, DM, DZ, EC, EE, ES, FI, GB, GD,
GE, GH, GM, HR, HU, ID, IL, IN, IS, JP,
KE, KG, KP, KR, KZ, LC, LK, LR, LS, LT,
LU, LV, MA, MD, MG, MK, MN, MW, MX, MZ,
NO, NZ, OM, PH, PL, PT, RO, RU, SC, SD,
SE, SG, SK, SL, TJ, TM, TN, TR, TT, TZ,
UA, UG, UZ, VC, VN, YU, ZA, ZM, ZW

[EP] AT; BE; BG; CH; CY; CZ; DE; DK; EE; ES;
FI; FR; GB; GR; HU; IE; IT; LU; MC; NL;
PT; RO; SE; SI; SK; TR;

[OA] BF; BJ; CF; CG; CI; CM; GA; GN; GQ; GW;
ML; MR; NE; SN; TD; TG;

[AP] GH; GM; KE; LS; MW; MZ; SD; SL; SZ; TZ;
UG; ZM; ZW;

[EA] AM; AZ; BY; KG; KZ; MD; RU; TJ; TM;

Language Publication Language: English

Filing Language: English

Fulltext word count: 9707

Detailed Description:

...management systems, the rate shopping occurs after an order is packaged thus not optimizing on a packaging configuration that is ideally suited for a particular **freight** mode.

The specific dimensions and **weight** of a **transport** container can have a 2 dramatic impact on shipping charges especially when rate shopping across **multiple carriers**. In other words, there is no one optimal packaging configuration - there is only a single optimal packaging configuration for a given freight mode based on a certain time frame. When rate shopping across **multiple carriers** or comparing the increased costs of expediting a shipment comes into play, the number of optimal packaging configurations increases just as the number of **freight options**. For example, most small parcel **carriers** use the final total **weight** of a package for ground shipments as a basis of calculating a shipment fee to their customer. However, using the same carrier for a 'next... ...rate shopping between an LTL (less than truckload) and small parcel carrier, both use a different basis for charging for freight - typically the small parcel **carrier** uses **weight** on a per package basis whereas as the LTL **carrier** uses total **weight** regardless of the number of parcels and a freight class. Because of these differences, it is usually a good tactic to try to limit the...

Dialog eLink: Order File History
18/3K/6 (Item 4 from file: 349)
DIALOG(R)File 349: PCT FULLTEXT
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00988723

ON-DEMAND TRANSPORTATION SYSTEM
SYSTEME DE TRANSPORT A LA DEMANDE

Patent Applicant/Inventor:

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Legal Representative:

- **LOWE David A (agent)**
  Black Lowe & Graham; PLLC, 816 Second Avenue, Seattle, WA 98104; US

	Country	Number	Kind	Date
Patent	WO	200318457	A2-A3	20030306
Application	WO	2002US26809		20020821
Priorities	US	2001935564		20010822

Designated States: (Protection type is "Patent" unless otherwise stated - for applications prior to 2004)
AE, AG, AL, AM, AT, AU, AZ, BA, BB, BG,
BR, BY, BZ, CA, CH, CN, CO, CR, CU, CZ,
DE, DK, DM, DZ, EC, EE, ES, FI, GB, GD,
GE, GH, GM, HR, HU, ID, IL, IN, IS, JP,
KE, KG, KP, KR, KZ, LC, LK, LR, LS, LT,
LU, LV, MA, MD, MG, MK, MN, MW, MX, MZ,
NO, NZ, OM, PH, PL, PT, RO, RU, SD, SE,
SG, SI, SK, SL, TJ, TM, TN, TR, TT, TZ,
UA, UG, UZ, VC, VN, YU, ZA, ZM, ZW

[EP] AT; BE; BG; CH; CY; CZ; DE; DK; EE; ES;
FI; FR; GB; GR; IE; IT; LU; MC; NL; PT;
SE; SK; TR;

[OA] BF; BJ; CF; CG; CI; CM; GA; GN; GQ; GW;
ML; MR; NE; SN; TD; TG;

[AP] GH; GM; KE; LS; MW; MZ; SD; SL; SZ; TZ;
UG; ZM; ZW;

[EA] AM; AZ; BY; KG; KZ; MD; RU; TJ; TM;
Language Publication Language: English

Filing Language: English

Fulltext word count: 11320

Claims:

...passenger or package according to a transportation option selected.

4 The on-demand transportation system of claim 3, wherein the component
configured to evaluate the **transportation** request information to determine **transportation options**, including available
routes of travel and costs associated with transporting the at least one of passenger or package, utilizes information on the
logistical and geographic features of the area for which **transportation** of the at least **one** of passenger or package is offered,
the location, capacity, and **availability** of the vehicle to **transport** the at least one of passenger or package, and current and
historical traffic conditions along possible routes of travel for which **transportation** of the at least **one** of passenger or
package is offered.
5 The on-demand transportation system of claim 3, wherein the component
configured to schedule **transportation** for the at least **one** of passenger or package accordingto the selected transportation
option comprises:if account information exists in the server associated with the at least one of...one of passenger or package
for therequested transportation; andif account authorization for the requested transportation is not obtained, providing

notification of alternative payment **options**.

6 The on-demand **transportation** system of claim 1, wherein the ...a satellite dish facilitating information exchange among the user system, vehicle, and server. 18 . An on-demand transportation system for use in scheduling at least **one** of passenger or package **transportation**, comprising: a means for scheduling the at least **one** of passenger or package **transportation**, the means having a communications device capable of communication; a transportation means for providing the at least **one** of passenger or package **transportation**, the means comprising a communications device for transmitting and receiving information, and a processing system having a processor, a memory, and a database for controlling vehicle system components; a means for maintaining information on at least one of logistical and geographic features of the area for which **transportation** of the at least **one** of passenger or package is offered, information on the location, **capacity**, and **availability** of **transportation** means to **transport** the at least one of passenger or package, and information on current and historical traffic conditions along possible routes 5 of travel for which **transportation** of the at least **one** of passenger or package isoffered; anda means for providing communication among the user system, vehicle, and server.

8 The on-demand transportation system of claim 7, wherein the means for scheduling the at least **one** of passenger or package **transportation** is configured to evaluate the **transportation** request information to determine **transportation options**, including available routes of travel and costs associated with transporting the at least one of passenger or package, utilizes information on the logistical and geographic features of the area for which **transportation** of the at least **one** of passenger or package is offered, the location, capacity, and **availability** of the vehicle to **transport** the at least one of passenger or package, and current and historical traffic conditions along possible routes of travel for which **transportation** of the at least **one** of passenger or package is offered.

9 A method for scheduling at least one of passenger or package transportation in an on-demand transportation system...

Dialog eLink: Order File History
18/3K/9 (Item 7 from file: 349)
DIALOG(R)File 349: PCT FULLTEXT
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00579220

SYSTEM AND METHOD FOR TRANSACTION ENABLED ADVERTISING
SYSTEME ET PROCEDE DE PUBLICITE PERMETTANT UNE TRANSACTION

Patent Applicant/Patent Assignee:

- **CYBUY LLC**
- **ROBINSON Sandra**

Inventor(s):

- **ROBINSON Sandra**

	Country	Number	Kind	Date
Patent	WO	200042593	A1	20000720
Application	WO	2000US965		20000114
Priorities	US	99115985		19990115

Designated States: (Protection type is "Patent" unless otherwise stated - for applications prior to 2004)

AL, AM, AT, AU, AZ, BA, BB, BG, BR, BY,
CA, CH, CN, CU, CZ, DE, DK, EE, ES, FI,
GB, GD, GE, GH, GM, HR, HU, ID, IL, IN,
IS, JP, KE, KG, KP, KR, KZ, LC, LK, LR,
LS, LT, LU, LV, MD, MG, MK, MN, MW, MX,
NO, NZ, PL, PT, RO, RU, SD, SE, SG, SI,
SK, SL, TJ, TM, TR, TT, UA, UG, UZ, VN,
YU, ZW, GH, GM, KE, LS, MW, SD, SL, SZ,
TZ, UG, ZW, AM, AZ, BY, KG, KZ, MD, RU,
TJ, TM, AT, BE, CH, CY, DE, DK, ES, FI,
FR, GB, GR, IE, IT, LU, MC, NL, PT, SE,
BF, BJ, CF, CG, CI, CM, GA, GN, GW, ML,
MR, NE, SN, TD, TG

Language Publication Language: English

Fulltext word count: 26425

Detailed Description:

...Accordingly, the system I 0 maintains and stores information on flat rate charges, for example, in a static pricing grid, as well as information on **multiple shipping**-type **options** and **multiple shippers**.

0 Dynamic price calculations may be performed to provide real-time comparison by customers for best prices. Also, queries may be processed in real-time...

22/3,K/1 (Item 1 from file: 20)
DIALOG(R)File 20: Dialog Global Reporter
(c) 2010 Dialog. All rights reserved.

32281679 **(USE FORMAT 7 OR 9 FOR FULLTEXT)**
Q3 2003 LAN Chile Earnings Conference Call - Final

FAIR DISCLOSURE WIRE
October 31, 2003
Journal Code: WFDW   **Language:** English   **Record Type:** FULLTEXT
Word Count: 4742

-
...between 15% and 18%. Meanwhile, in the cargo business, which is
entering its high season, capacity should increase between 15% and 20%.
For 2004, we **estimate capacity** growth in the passenger
business to be between 10% and 15%, and in **cargo** business,
capacity should grow slightly more than that. For the longer-term
we expect to continue to increase our revenues to market share gains,
opening new routes...

22/3,K/5 (Item 1 from file: 613)
DIALOG(R)File 613: PR Newswire
(c) 2010 PR Newswire Association Inc. All rights reserved.

01001361 20030625NEW013 **(USE FORMAT 7 FOR FULLTEXT)**
Sales OnLine Direct Enhances aiShip(TM) Shipping Calculator

PR Newswire
Wednesday , June 25, 2003 09:32 EDT
Journal Code: PR **Language:** ENGLISH **Record Type:** FULLTEXT **Document Type:** NEWSWIRE
Word Count: 1,332

Text:
 ...time-consuming/profit-eating process of email correspondence with customers
regarding shipping destinations and cost calculations. The aiShip calculator lets
auction buyers immediately know their **shipping options** so they can make decisions
without interference or delays."
     aiShip allows eBay auction buyers to **calculate** comparative shipping/handling
rates, sales tax and shipping insurance automatically for **multiple** shipping
carriers at any time during the shopping or auction process to determine their
total costs before they buy. Buyers can select from a seller-defined variety...

...ve made it even easier for sellers to integrate the aiShip shipping calculator
into their auctions and the calculator now accommodates a broader spectrum of
carrier and insurance service **levels** to meet sellers' needs and save buyers money."
     The aiShip enhancements include:
     * The Calculator Injector -- Automates adding the calculator to all or
       specified existing auctions...

30/3,K/2 (Item 2 from file: 20)
DIALOG(R)File 20: Dialog
Global Reporter
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reserved.

32811065 **(USE FORMAT 7 OR 9 FOR
FULLTEXT)**
**Monday Is D-Day for Mesa, Ariz., Shoppers to
Ship, Mail Christmas Presents**

Donna Hogan

KRTBN KNIGHT-RIDDER TRIBUNE BUSINESS NEWS - THE
TRIBUNE - MESA, ARIZO
December 13, 2003

Journal Code: KTRI   **Language:** English
Record Type: FULLTEXT
Word Count: 662

**(USE
FORMAT 7 OR 9 FOR FULLTEXT)**
...to spend more money than time in line, there are several options for
getting domestic packages to their recipients before Santa shows up. All
the **shippers** and the post office have **different**
levels of air **shipping options.**
     The prices go up as the number of days left goes down.
     UPS and Fed Ex will still take shipments for Christmas Eve delivery
as...

30/3,K/3 (Item 1 from file: 15)
DIALOG(R)File 15:
ABI/Inform(R)

02641176   416796221

Choosing and negotiating transportation

Anonymous

Successful Meetings pp:
53-57
Sep 2003
ISSN:
0148-4052 **Journal Code:** SMM
Word Count:
3040
Text:
...should work with the airlines to ensure a degree of flexibility. In such
cases, be sure flights are available and tickets reserved well in advance.

Program Pointers

GROUND **TRANSPORTATION OPTIONS**

There are several levels of ground transportation that you can choose for
your incentive movement, for both airport transfers and mobility during the
incentive trip...

30/3,K/7 (Item 5 from file: 15)
DIALOG(R)File 15:
ABI/Inform(R)

01001681   96-51074

**U.S. gas market adapting to commoditization Electricity likely
to follow similar course**

Pruner, David

Oil & Gas Journal
v93n11 pp: 66-70

Mar 13, 1995
ISSN: 0030-1388 **Journal
Code:** OGJ
Word Count: 2068

Text:
...each of these risks. A simple gas transaction involves risks of credit, price, basis (divergence between gas values in different markets), transportation, volumes, and foreign **exchange. Hedge tools** are available for each type, as shown in Table 1.(Table 1 omitted)

Deregulation and now

Commoditization has broken down the barriers of entry to...

30/3,K/13 (Item 1 from file: 16)
DIALOG(R)File 16: Gale
Group PROMT(R)

08614509
   Supplier Number: 73694256 **(USE FORMAT 7 FOR FULLTEXT)**

Tough times still ahead.(Brief Article)(Statistical Data Included)
Hydrocarbon
Processing , v 80 , n 3 , p 13
March , 2001

Language: English   **Record Type:** Fulltext

Article Type: Brief Article; Statistical Data Included

Document Type: Magazine/Journal ; Trade
Word Count:
554
–
...s 2001 handbook features 110 technological advancements that are available for licensing. The Petrochemical Licensor Index lists over 350 processes. Yes, the HPI has options. **Many** processing **routes** are available; **selection** will be influenced by existing and adjacent plant infrastructures, feedstock **availability,** product **markets, transportation options** and **more. Technology** is a decisive driver that HPI companies should enlist to keep themselves as leader producers during any point of the petrochemical cycle.
      Stephany Romanow, Senior...

30/3,K/15 (Item 3 from file: 16)
DIALOG(R)File 16: Gale

03695332
   Supplier Number: 45229977 **(USE
FORMAT 7 FOR FULLTEXT)**

**U.S. GAS MARKET ADAPTING TO
COMMODITIZATION; ELECTRICITY LIKELY TO FOLLOW SIMILAR COURSE**

The Oil and Gas Journal , p 66

Annual , 1995
Language: English
 Record Type: Fulltext
Document Type: Magazine/Journal ;
Trade
Word Count: 2079
–
...each of these risks. A simple gas transaction involves risks of credit,
price, basis (divergence between gas values in different markets),
transportation, volumes, and foreign **exchange. Hedge
tools** are available for each type, as shown in Table 1.
     Commoditization has broken down the barriers of entry to the natural
gas industry.
     New players...

30/3,K/16 (Item 1 from file: 148)
DIALOG(R)File 148: Gale
Group Trade & Industry DB

11343732   **Supplier Number:**
55755558 (USE FORMAT 7 OR 9 FOR FULL TEXT)

Fuel management partnerships can save time and money.

Eastman, Phillip T., Jr.

Plant Engineering , 53 , 9 , 92

Sept 30 , 1999
ISSN: 0032-082X
Language:
English
Record Type: Fulltext
Word Count:
1676   **Line Count:** 00147
...require risk assessment (equipment and operations), logistics support,
and transportation interface management. In addition, a partner should be
able to offer singular transportation modes and **options,
multiple** routing, **contract** development and administration,

rail car lease management, performance metric development, and
freight weight control as necessary.
    - Inventory management/fuel asset optimization. Fuel managers that
can handle ownership taxes and options and financial risks, as well as
provide measurability...

30/3,K/18 (Item 3 from file: 148)
DIALOG(R)File 148: Gale
Group Trade & Industry DB
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02514969   **Supplier Number:**
04056954 (USE FORMAT 7 OR 9 FOR FULL TEXT)

**The grain industry will lose transportation competition if
Consolidated Rail Corp. is sold to Norfolk Southern.**

PR Newswire , PH118

Dec 10 , 1985
Language: ENGLISH
**Record
Type:** FULLTEXT
Word Count: 853
   Line Count: 00069
...at the seventh annual transportation seminar sponsored by Milling &
Baking News, a trade publication.
    Such a takeover, he said, would create "the single largest
transportation **network** in the nation. The great **market** power
of a **railroad** this **size** would reduce the competitive
transportation options in the Eastern half of the country
from three to two, and in some cases, one."
    For instance, Reed said, under a combined NS/Conrail...

37/3,K/14 (Item 14 from file: 20)
DIALOG(R)File 20: Dialog Global Reporter
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10296030 **(USE FORMAT 7 OR 9 FOR FULLTEXT)**
**TanData and Transcomm Sign VAR and Integrator Agreement; Solution Will Provide Additional Features and
Functionality for Customers**

PR NEWSWIRE
March 28, 2000
Journal Code: WPRW **Language:** English **Record Type:** FULLTEXT
Word Count: 436

-

...Transcomm to provide its customers with a complete shipping solution
built on TanData's ChainLink(TM) software. ChainLink, based on TanData's
acclaimed Progistics(TM) **transportation** management **technology**
, includes **multi**-carrier **shipping options** as well as a
toolkit for adding shipping functionality to existing applications. As a
certified TanData integrator, Transcomm will have approximately 20 staff
members with...

37/3,K/28 (Item 5 from file: 15)
DIALOG(R)File 15: ABI/Inform(R)

03008786   28319201
On the road to more investment

Mullin, Rick
Chemical Week v160n11 pp: 49-50
Mar 25, 1998
ISSN: 0009-272X **Journal Code:** CEM

Abstract:
...operations, cut costs, and satisfy customers, additional software
packages for supply chain management, manufacturing optimization, and
transportation planning and management will have to be added. **Many**
new **options** are emerging. While **transportation** management
systems software has been around for about 4 years, many SCM and ERP
vendors are beginning to incorporate transportation functions as an
integral part of their...

37/3,K/30 (Item 7 from file: 15)
DIALOG(R)File 15: ABI/Inform(R)

02365941   120618483
Energy customers focused on bottom-line

Nordham, Doug
Public Utilities Fortnightly v140n10 pp: 10-11
May 15, 2002
ISSN: 1078-5892 **Journal Code:** PUF
Word Count: 566
Text:
...risk exposure profile.

CEMs are beginning to develop hedging strategies that include switching
from the previous month-to-month supply contracts to a combination of
forward contracts, swaps, and local
transportation agreements. For **one** large aircraft
manufacturer, these actions provided savings of over $5 million of their
$180 million annual energy bill, and reduced the variability and risk in...

37/3,K/38 (Item 15 from file: 15)
DIALOG(R)File 15: ABI/Inform(R)

01711468   03-62458
Moving more for less

Weil, Marty
Manufacturing Systems v16n9 pp: 90-94
Sep 1998
ISSN: 0748-948X **Journal Code:** MFS
Word Count: 1830
Text:
...eat the difference."

Alfa Aesar's customer service also has improved. By interfacing with the
TMS, the order-entry system can now offer customers estimated
freight rates and **options** from **different**
carriers. "This **system** not only gives customers a good cost
estimate, but it also allows customer service representatives to promote
the company's discounted air rates," says Singelais...

37/3,K/51 (Item 3 from file: 813)
DIALOG(R)File 813: PR Newswire

1020827   LATU047
William E. Simon & Sons and Oaktree Capital Management Continue Logistics Strategy with Matrix International Logistics

Date: November 12, 1996   13:09 EST   **Word Count:** 637

Correction:
...a variety of management reports."

    Mr. Payton further stated, "Like LEP, Matrix is a non-asset intensive
forwarder which utilizes the services of an infinite **number** of **multi-modal**
transportation services and **options** to design customized logistics **solutions** for
its customers. The synergies of our three subsidiaries create a substantial global
logistics solution for our customers. Matrix and LEP have similar shipment
tracking...

37/3,K/52 (Item 4 from file: 813)
DIALOG(R)File 813: PR Newswire

0996133   DETU024
OAG CargoDisk Now Available for Exporters, Shipping and Logistics Coordinators

Date: September 17, 1996   12:51 EDT   **Word Count:** 514

Correction:
...to find out if that carrier serves the two desired cities. If there are no
direct flights on the desired route, a list of trans-**shipping options** is **displayed.**

    By simply selecting **one** of the suggested **routes,** users can obtain full details
of the schedule, including aircraft type, cargo configuration (half passenger, half
cargo or all-freighter service), departure and arrival times...

IV. Text Search Results from Dialog

A. Abstract Databases

```
File  35:Dissertation Abs Online 1861-2010/Feb
          (c) 2010 ProQuest Info&Learning
File 474:New York Times Abs 1969-2010/Mar 24
          (c) 2010 The New York Times
File 475:Wall Street Journal Abs 1973-2010/Mar 24
          (c) 2010 The New York Times
File 583:Gale Group Globalbase(TM) 1986-2002/Dec 13
          (c) 2002 Gale/Cengage
File  65:Inside Conferences 1993-2010/Mar 17
          (c) 2010 BLDSC all rts. reserv.
File  99:Wilson Appl. Sci & Tech Abs 1983-2010/Jan
          (c) 2010 The HW Wilson Co.
File   2:INSPEC 1898-2010/Mar W2
          (c) 2010 The IET
File 256:TecTrends 1982-2010/Mar W3
          (c) 2010 Info.Sources Inc. All rights res.
File 350:Derwent WPIX 1963-2010/UD=201019
          (c) 2010 Thomson Reuters
File 347:JAPIO Dec 1976-2009/Nov(Updated 100228)
          (c) 2010 JPO & JAPIO
File 139:EconLit 1969-2010/Mar
          (c) 2010 American Economic Association
```

```
Set     Items    Description
S1       3320    (FREIGHT OR TRANSPORTATION OR CARGO OR AIRFREIGHT OR TRUCKLOAD OR
SHIPPING OR INTERMODAL OR INTER()MODAL OR SEAFREIGHT OR MULTI()MODAL OR MULTIMODAL
OR TANKER OR TRANSPORT?) (5N) (DERIVATIVE? ? OR FUTURES OR OPTIONS OR SWAPS OR
HEDGE? ? OR HEDGING OR FORWARD? ?()(FREIGHT()AGREEMENT? ? OR CONTRACT? ?))

S2        237    (SHIP? ? OR TANKER? ? OR SHIPPING OR SHIPMENT OR CARGO OR FREIGHT
OR TRANSPORT OR TRANSPORTATION OR TRUCK??? OR AIRFREIGHT OR TRUCKLOAD OR PAYLOAD OR
BUNDLING OR LOAD??? OR RAIL OR TRAIN? ? OR CARRIER? ? OR RAILROAD? ?) (5N)
(CAPACITY OR VOLUME? ? OR SIZE? ? OR WEIGHT OR AVAILABILITY OR LEVEL? ? OR STORAGE)

S3        324    (SINGLE OR ONE OR SOLE OR MULTITUD? OR MANY OR PLURAL OR PLURALITY
OR MULTIPLE? OR SEVERAL OR MULTI OR MYRIAD OR NUMEROUS OR TWO OR MORE OR NUMBER OR
VARIOUS OR ARRAY? ? OR DIFFERENT OR VARIETY OR HOST OR SELECTION) (5N) (MODE? ? OR
CARRIER? ? OR SHIPPER? ? OR CHANNEL? ? OR TRANSPORTATION OR FORWARDER? ? OR
TRANSPORTER? ? OR PRODUCER? ? OR ROUTE? ? OR EXPEDITER? ? OR AIRLINE? ? OR LANE? ?)

S4        167    (FORECAST??? OR MODELING OR MODELLING OR PREDICT? OR ALGORITHM?? OR
FORMULA OR LOGARITHM?? OR LOGIC()(STRUCTURE OR STRUCTURES) OR MATHEMATICAL OR MODEL
OR MODELS OR MODELING OR MODELLING OR PROJECTED OR PROJECTING OR PROJECTION OR
PROJECTIONS OR CALCULAT??? OR PROBABLE OR ESTIMAT??? OR TIME()SERIES OR
CROSS()SECTIONAL OR LONGITUDINAL OR PROSPECTIVE) (5N) (DATA OR INFORMATION OR
DEMAND OR SUPPLY OR SIZE OR WEIGHT OR VOLUME OR RATE? ? OR RATING? ? OR CAPACITY OR
LANE? ? OR QUANTIT??? OR PRICE? ? OR GEOGRAPHIC?? OR MODAL OR ROUTE? ? OR COURSE? ?
OR PLAN? ? OR TRAFFIC)
```

S5   557   (BUY (2N) SELL OR AUCTION OR AUCTIONS OR AUCTIONING OR
COMPETITIVE()(BUYING OR PURCHAS??? OR BIDDING OR BIDS) OR DUTCHAUCTION OR
DUTCHAUCTIONS OR TRAD??? OR MATCH??? OR MARKET OR MARKETS OR INVEST??? OR
INVESTMENT? ? OR EXCHANG??? OR SWAP OR SWAPS OR SWAPP??? OR SWOP OR SWOPS OR
SWOPP??? OR BID OR BIDS OR BIDDING OR MARKETPLACE OR BROKER OR BROKERAGE OR
FINANCIAL OR DERIVATIVE? ? OR FUTURES OR OPTIONS OR FORWARDS OR FFA? ?) (5N)
(AUTOMAT? OR ELECTRONIC? OR NETWORK OR ONLINE OR ON()LINE OR SOFTWARE OR
APPLICATION? ? OR PROGRAM? ? OR MODULE? ? OR APP OR APPS OR SYSTEM? ? OR PLATFORM?
? OR INTERFACE? ? OR SOLUTION? ? OR PACKAGE? ? OR ELECTRONIC? OR TOOL? ? OR
TECHNOLOG??? OR GUI? ? OR API? ? OR MONITOR??? OR DISPLAY??? OR SCREEN? ? OR WEB OR
INTERNET OR PORTAL? ? OR WEBSITE? ? OR WEBPAGE? ? OR CONTRACT? ?)

S6   1   AU=(LAURENT, P? OR LAURENT P? OR LAURENT (1N) (P OR PIERRE) OR
MINER, P? OR MINER P? OR MINER (1N) (P OR PETERE))

S7   237   S1 AND S2
S8   40   S7 AND S3
S9   16   S8 AND (S4 OR S5)
S10   7   S9 FROM 350,347
S11   4   S10 NOT AY>2003
S12   19   S8 FROM 350,347
S13   15   S12 NOT S11
S14   7   S13 NOT AY>2003
S15   557   S1 AND S5
S16   69   S15 AND S3
S17   31   S16 FROM 350,347
S18   16   S17 NOT AY>2003
S19   12   S18 NOT (S11 OR S14)
S20   97   S8 OR S16
S21   44   S20 FROM 350,347
S22   53   S20 NOT S21
S23   33   S22 NOT PY>2003
S24   31   RD (unique items)
S25   1   S6 NOT S11

11/5/1 (Item 1 from file: 350)
DIALOG(R)File 350: Derwent WPIX

0011225403 *Drawing available*
WPI Acc no: 2002-164695/200221
Related WPI Acc No: 2002-164696; 2002-172055; 2002-172056; 2004-132080
XRPX Acc No: N2002-125666
Route representation method for transport systems by deriving route segment table comprising one or more route segments
Patent Assignee: DEMETRIADES P A (DEME-I); GF X LTD (GFXG-N); GF-X OPERATIONS LTD (GFXO-N); GLOBAL FREIGHT EXCHANGE LTD (GLOB-N); MORGAN T H (MORG-I); PATTERSON S (PATT-I); RAVECH D (RAVE-I); ZOPPOS D (ZOPP-I)
Inventor: DEMETRIADES P; DEMETRIADES P A; MORGAN T; MORGAN T H; PATTERSON S; RAVECH D ; REVECH D; ZOPPOS D

Patent Family (6 patents, 95 countries)							
Patent Number	**Kind**	**Date**	**Application Number**	**Kind**	**Date**	**Update**	**Type**
WO 2002005109	A2	20020117	WO 2001GB3048	A	20010706	200221	B
AU 200169293	A	20020121	AU 200169293	A	20010706	200234	E
EP 1299816	A2	20030409	EP 2001947647	A	20010706	200325	E
			WO 2001GB3048	A	20010706		
CN 1447946	A	20031008	CN 2001812452	A	20010706	200403	E
US 20040015605	A1	20040122	WO 2001GB3048	A	20010706	200407	E
			US 2003332319	A	20030708		
AU 2001269293	A8	20051006	AU 2001269293	A	20010706	200610	E

Priority Applications (no., kind, date): GB 200016822 A 20000707; US 2000624069 A 20000724; GB 200031545 A 20001222

Alerting Abstract WO A2
NOVELTY - A short-term schedule of individual instances of route legs may be stored, each corresponding to a directly connectable station pair. A **route** segment table may comprise **one** or **more route** segments, each of which corresponds to an individual instance of a **one** of the **route** legs, or a combination of individual instances of the route legs, from the short-term schedule.
DESCRIPTION - INDEPENDENT CLAIMS are included for:

A. a method for maintaining data stored in a route table and/or transfer set table stored in the memory unit of a computer system
B. a method of operating a computer **system** for **automatically** generating route **options for** a **transport system including several transport** providers
C. **a computer program** translatable into a form for configuring a computer system for implementing claimed methods
D. a carrier medium for carrying a computer program code
E. a computer system for providing an integrated representation of routes in a transport system
F. a computer **system** for **automatically** generating route **options** for a **transport system**
G. a client computer **system**

USE - For **automatically** generating routing **options** for an air **cargo transport system**.
ADVANTAGE - Provides efficient interchange of information by fully integration, versioning and updating data regarding all the **different** attributes of **various airline transport** systems such as schedule, available **capacity** and price information for review by **forwarders**. Improves efficiency **by using automated** integrated information management **systems**, optimization **of** routing **options** and route management, by for example, taking into account aircraft type with regard **to capacity** and **cargo type** for a particular route.
DESCRIPTION OF DRAWINGS - The drawing schematically illustrates details of a database structure for a data management system in accordance with the present invention.

Title Terms /Index Terms/Additional Words: ROUTE; REPRESENT; METHOD; TRANSPORT; SYSTEM; DERIVATIVE; SEGMENT; TABLE; COMPRISE; ONE; MORE

Dialog eLink: Order File History
14/5/4 (Item 4 from file: 350)
DIALOG(R)File 350: Derwent WPIX
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0013341786 *Drawing available*
WPI Acc no: 2003-429417/200340
Related WPI Acc No: 2007-456082
XRPX Acc No: N2003-342857
On-demand transportation system receives transportation request information from user system for passenger or package transportation through data channel and determines optimal routes of travel
Patent Assignee: HILEMAN R M (HILE-I)
Inventor: HILEMAN R M

Patent Family (4 patents, 99 countries)							
Patent Number	**Kind**	**Date**	**Application Number**	**Kind**	**Date**	**Update**	**Type**
US 20030040944	A1	20030227	US 2001935564	A	20010822	200340	B
WO 2003018457	A2	20030306	WO 2002US26809	A	20020821	200340	E
AU 2002313796	A1	20030310	AU 2002313796	A	20020821	200452	E
AU 2002313796	A8	20051103	AU 2002313796	A	20020821	200629	E

Priority Applications (no., kind, date): US 2001935564 A 20010822

Alerting Abstract US A1
NOVELTY - A server maintains information on logistical and geographic features of the area for which transportation of passenger or package is offered. The information on the location, capacity and **availability** of the vehicle to **transport** passenger and current information and historical traffic conditions along possible routes of travel are offered through a data channel.
DESCRIPTION - INDEPENDENT CLAIMS are also included for the following:

1. method for scheduling passenger or package transportation;
2. method for scheduling delivery of goods;
3. method for scheduling service for service item;
4. method for sending and receiving package delivery; and
5. method for calculating charges.

USE - For coordinating passenger and package transportation and calculating charges for such services.
ADVANTAGE - Determines identical and overlapping transportation, financially feasible point-to-point or near point-to-point transportation service and evaluates highly accurate charges.
DESCRIPTION OF DRAWINGS - The figure shows the flowchart of on-demand transportation system.

Title Terms /Index Terms/Additional Words: DEMAND; TRANSPORT; SYSTEM; RECEIVE; REQUEST; INFORMATION; USER; PASSENGER; PACKAGE; THROUGH; DATA; CHANNEL; DETERMINE; OPTIMUM; ROUTE; TRAVEL

Dialog eLink: Order File History
19/5/2 (Item 2 from file: 350)
DIALOG(R)File 350: Derwent WPIX
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0013802008 *Drawing available*
WPI Acc no: 2003-902117/200382
XRPX Acc No: N2003-720419
Shipping transaction system displays menu of shipping product options to customer at ordering station, and receives shipping preference and item information from customer, in response
Patent Assignee: GROFF J J (GROF-I); OLIVAL J (OLIV-I)
Inventor: GROFF J J; OLIVAL J

Patent Family (1 patents, 1 countries)							
Patent Number	**Kind**	**Date**	**Application Number**	**Kind**	**Date**	**Update**	**Type**
US 20030217018	A1	20031120	US 2002150162	A	20020517	200382	B

Priority Applications (no., kind, date): US 2002150162 A 20020517

Patent Details					
Patent Number	**Kind**	**Lan**	**Pgs**	**Draw**	**Filing Notes**
US 20030217018	A1	EN	18	6	

Alerting Abstract US A1
NOVELTY - A data processing system constructs a menu of **shipping** product **options** and **displays** the constructed menu to a customer at the ordering station. The shipping preference information and item information received from the customer in response to the option menu, are communicated to an appropriate shipper ordering/tracking system.
DESCRIPTION - INDEPENDENT CLAIMS are also included for the following:

1. ordering station; and
2. method of conducting shipping transactions.

USE - For conducting shipping transactions for providing self service shipping products to shipping service customers.
ADVANTAGE - Allows the customers to choose appropriate shippers and shipping products without the **need** for searching **multiple** sources or facilities to obtain corresponding information.
DESCRIPTION OF DRAWINGS - The figure shows a flowchart illustrating the shipping transaction procedure.

Title Terms /Index Terms/Additional Words: SHIPPING; TRANSACTION; SYSTEM; DISPLAY; MENU ; PRODUCT; OPTION; CUSTOMER; ORDER; STATION; RECEIVE; PREFER; ITEM; INFORMATION; RESPOND

0013801631 *Drawing available*
WPI Acc no: 2003-901737/200382
XRPX Acc No: N2003-720056
Closed loop collect on delivery payment method for shipment, involves providing funds to pay for transaction to shipper, only if authorization number generated by third party payment system is validated by buyer
Patent Assignee: PITNEY BOWES INC (PITB)
Inventor: ADAMS S; FOTH T J

Patent Family (4 patents, 96 countries)							
Patent Number	**Kind**	**Date**	**Application Number**	**Kind**	**Date**	**Update**	**Type**
US 20030212631	A1	20031113	US 2002379372	P	20020510	200382	B
			US 2002256737	A	20020926		
WO 2003096178	A1	20031120	WO 2003US14555	A	20030508	200403	E
AU 2003245271	A1	20031111	AU 2003245271	A	20030508	200442	E
EP 1508086	A1	20050223	EP 2003738909	A	20030508	200515	E
			WO 2003US14555	A	20030508		

Priority Applications (no., kind, date): US 2002379372 P 20020510; US 2002256737 A 20020926

Alerting Abstract US A1
NOVELTY - A buyer (14) makes a request that includes information related to transaction for payment to a third party payment system (26). The third party payment system generates an authorization number and the buyer receives a request for validation of the authorization number. The third party payment system provides funds to pay for the transaction to **shipper** (12), if the authorization **number** is validated.
DESCRIPTION - INDEPENDENT CLAIMS are also included for the following:

1. method for carrier to delivers good to the buyer; and
2. system for providing funds to pay for transaction between buyer and shipper.

USE - For closed loop collect on delivery (C.O.D) shipments.
ADVANTAGE - The liability imposed upon carriers for delivery of C.O.D shipments is reduced, payment is received by the shipper within a short time, and **also** provides **several** payment options for buyers.
DESCRIPTION OF DRAWINGS - The figure shows a portion of closed loop collect on delivery (C.O.D) transaction process.

Title Terms /Index Terms/Additional Words: CLOSE; LOOP; COLLECT; DELIVER; PAY; METHOD; SHIPPING; FUND; TRANSACTION; AUTHORISE; NUMBER; GENERATE; THIRD; PARTY; SYSTEM; VALID; BUY

0010741869 *Drawing available*
WPI Acc no: 2001-354481/200137
XRPX Acc No: N2001-257554
Computerized cargo carrier selection system in marine, receives information concerning transportation of cargo from user and correspondingly sends data pertaining to possible cargo transportation options to user
Patent Assignee: SALLOUM H (SALL-I)
Inventor: SALLOUM H

Patent Family (3 patents, 28 countries)							
Patent Number	**Kind**	**Date**	**Application Number**	**Kind**	**Date**	**Update**	**Type**
WO 2001003035	A2	20010111	WO 2000US18076	A	20000630	200137	B
US 20020082880	A1	20020627	US 1999141947	P	19990701	200245	E
			WO 2000US18076	A	20000630		
			US 200132213	A	20011221		
EP 1242931	A2	20020925	EP 2000946938	A	20000630	200271	E
			WO 2000US18076	A	20000630		

Priority Applications (no., kind, date): US 1999141947 P 19990701; WO 2000US18076 A 20000630; US 200132213 A 20011221

Alerting Abstract WO A2
NOVELTY - An internet accessible host computer system (20) having access to data of cargo carrier, is provided. Information concerning transportation of cargo is received from the user and correspondingly information pertaining to possible cargo transportation option is send to user.
DESCRIPTION - INDEPENDENT CLAIMS are also included for the following:

A. Cargo transportation system;
B. On-line interactive system for selecting cargo carrier

USE - In e.g. marine, air and land transportation of cargo, freight, materials and goods.
ADVANTAGE - Creates record of desired service so that user or an agent can use information to finalize transaction at later time. Provides information such as prices and customs requirements and also enables user to book transportation of cargo.
DESCRIPTION OF DRAWINGS - The figure shows the schematic illustration of computerized system for transporting cargo.
20 Internet accessible host computer system

Title Terms /Index Terms/Additional Words: CARGO; CARRY; SELECT; SYSTEM; MARINE; RECEIVE; INFORMATION; TRANSPORT; USER; CORRESPOND; SEND; DATA; PERTAIN; POSSIBILITY; OPTION

Dialog eLink: Order File History
19/5/6 (Item 6 from file: 350)
DIALOG(R)File 350: Derwent WPIX
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0010535110 *Drawing available*
WPI Acc no: 2001-137594/200114
XRPX Acc No: N2001-100261

Selected product transportation enabling method in automated shipping system, involves retrieving cost data relating to transportation of identified product to preset destination from database to compute total cost
Patent Assignee: FROM2.COM INC (FROM-N)
Inventor: FALIC L S; GOLDFARB G M; REDLHAMMER R E

Patent Family (2 patents, 81 countries)							
Patent Number	**Kind**	**Date**	**Application Number**	**Kind**	**Date**	**Update**	**Type**
WO 2000070519	A2	20001123	WO 2000US13120	A	20000512	200114	B
AU 200048459	A	20001205	AU 200048459	A	20000512	200114	E

Priority Applications (no., kind, date): US 1999134593 P 19990517; US 1999464537 A 19991215; US 1999464543 A 19991215

Alerting Abstract WO A2
NOVELTY - Cost data associated with **transportation** of selected products to **several** destinations are stored in a database (280). Information identifying a selected product and a destination, is received from requester over Internet (205). The cost data associated with transportation of the identified product to the specified destination, is retrieved from the database to calculate total cost for transportation.
DESCRIPTION - The information identifying the product comprises weight, size, product type, value, price or quantity data. The cost data comprises any of origin inland freight, destination inland freight, air freight, ocean freight, insurance, duties, taxes, custom clearance fee or import fee. INDEPENDENT CLAIMS are also included for the following:

   A. method for providing quote of total cost of transportation;
   B. apparatus for enabling shipment of products to destination;
   C. computer program product;
   D. method for generating quotations of delivered costs

USE - For providing total cost quotes for shipment of products domestically and internationally and for enabling initiation of shipment in automated shipping system. Also in transportation logistic system.
ADVANTAGE - Actual total cost can be calculated exactly by including country specific charges. Total delivered cost quote is presented to the requester with both ocean **freight** and air **freight options**. The entire quote process is completely transparent **and** seamless to **the shopper**.
DESCRIPTION OF DRAWINGS - The figure shows the conceptual block diagram of the transportation logistics system.
205 Internet
280 Database

Title Terms /Index Terms/Additional Words: SELECT; PRODUCT; TRANSPORT; ENABLE; METHOD; AUTOMATIC; SHIPPING; SYSTEM; RETRIEVAL; COST; DATA; RELATED; IDENTIFY; PRESET; DESTINATION; DATABASE; COMPUTATION; TOTA

24/5/1 (Item 1 from file: 35)
DIALOG(R)File 35: Dissertation Abs Online
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01960726   ORDER NO: AADAA-I0805448
The stochastic behavior of spot freight rates and the risk premium in bulk shipping

Author: Adland, Roar Os
Degree: Ph.D.
Year: 2003
Corporate Source/Institution: Massachusetts Institute of Technology (0753)

Supervisor: Henry S. Marcus
Source: Volume 6407A of Dissertations Abstracts International.
PAGE 2670 .
Descriptors: TRANSPORTATION ; ECONOMICS, COMMERCE-BUSINESS
Descriptor Codes: 0709; 0505

The value of virtually any contract or asset in bulk shipping depends primarily on the stochastic dynamics of the forward freight rate curve. In the absence of a liquid and transparent market for **forward freight agreements**, the dynamics of the forward **freight** rate curve must be derived from the dynamics of the spot freight rate and the risk premium in the freight market. This thesis is an attempt to improve our understanding of the stochastic dynamics of freight rates and the nature and sources of risk in the freight markets. Two new spot freight rate models are proposed and estimated, applying nonparametric estimation in an effort to avoid misspecification. It is found that while a **one**-factor Markovian **model** can capture the mean reversion and **level** effect in the spot **freight** rate very well, an extension to a **multi**-factor non-Markovian **model** is required in order to account for the observed lag effects in the conditional mean and variance. New theory governing the risk premium in the freight markets is proposed, which suggests that the theoretical risk premium should be time varying and, in general, depend on the state of the freight market and the duration of the period charter in a systematic fashion. Empirical tests suggest that the implied risk premium changes over time, but are not able to confirm the dependence on the state of the spot freight market. (Copies available exclusively from MIT Libraries, Rm. 14-0551, Cambridge, MA 02139-4307. Ph. 617-253-5668; Fax 617-253-1690.)

24/5/2 (Item 2 from file: 35)
DIALOG(R)File 35: Dissertation Abs Online

01945432   ORDER NO: AADAA-I3087377
Extending transportation system capacity flexibility model

Author: Chang, David J.
Degree: Ph.D.
Year: 2003
Corporate Source/Institution: University of Pennsylvania (0175)
Supervisor: Edward K. Morlok
Source: Volume 6404B of Dissertations Abstracts International.
PAGE 1884 . 179 PAGES
Descriptors: ENGINEERING, SYSTEM SCIENCE ; ENGINEERING, CIVIL
Descriptor Codes: 0790; 0543

Continuing economic growth and lag in infrastructure expansion has made transportation a vital concern in the nation's agenda. This increase in future traffic will continue to result in increased congestion and greater inefficiencies throughout the nation's transportation system. Therefore, the three papers presented are an extension of prior capacity work by dealing with 2 important questions. One is to consider flexibility and the other is to connect it to concepts of resource uses, resource limitations, and economic and practical capacity.

The first paper develops measures of transportation system flexibility for accommodating changing demands and traffic patterns. This study builds on the prior capacity model and extends it to analyze capacity flexibility. MAXCAP and ADDVOL models were developed to measure system flexibility utilizing the concept of reserve capacity. Capacity flexibility is measured by comparing the MAXCAP and ADDVOL estimated capacity of **different** routing **options** in the **transportation systems**. The measures and routing **options** are vi implemented and tested on a doublestack containerized freight rail network.

The second paper will consider how system parameters, resource uses and resource limitations could impact the economic and practical **capacity** of the **transportation** system. These resources and system parameters include speed, energy, and demand pattern shifts, which were not included in the previous models. The CMCAP Model was developed to estimate economic and practical **capacity** of the **transportation** system. CMCAP model results are used as a metric to compare changes in system parameters and how they effect the overall system capacity.

The last paper attempts to optimize the speed profile of a train route to minimize energy consumption. This is sought in a manner that makes possible generalization to a variety of different rail lines, train types, and other conditions. These rules are

derived using an analytic approximation to fuel consumption that is widely used for line haul railroad freight and passenger trains powered by diesel-electric locomotives. The rules are then tested using a standard train performance and fuel consumption simulator. The results indicate that the rules do in fact yield lower fuel consumption than speed profiles that deviate from the rules.

24/5/3 (Item 3 from file: 35)
DIALOG(R)File 35: Dissertation Abs Online

01938356   ORDER NO: AADAA-I3082989
An interdisciplinary analysis of spot and futures markets for a telecommunications commodity

The bandwidth trading concept emerged in the late 1990's during a very optimistic period in the telecommunications sector. To its advocates, bandwidth trading presented an opportunity to lower transaction costs and to improve risk management practices. To its detractors, bandwidth trading and the associated commoditization of bandwidth were seen as misguided or worse.

The issues raised by bandwidth trading are directly related to the interdisciplinary study of spot and futures markets for a telecommunications commodity that we undertake in this dissertation. From a public policy perspective, these markets potentially affect: (1) interconnection arrangements; (2) transaction efficiencies; (3) risk management; and (4) redundancy strategies for network survivability.

We first develop a taxonomy for contrasting types of telecommunications capacity and access services in the context of potential commodities. We then undertake economic and market viability analyses of two transport services.

We study price uncertainty in competitive, interdependent, spot and risk-neutral **futures** markets for **transport** services with guaranteed performance. We develop an economic **model** of **two** layer **markets** (**trading market** layer, aggregate supplier **network** layer) to study the impact of demand volatility and network outages on patterns of price uncertainty. We assume a short-term time horizon with uncertain, elastic demand and inelastic supply with network outages. Simulations show that for a given trading market layer, the extent to which price uncertainty propagates beyond those markets directly experiencing the equilibrium perturbation depends on the architecture of the aggregate supplier network layer. Hedgers will require this network information to effectively manage price risk. For a longer time horizon, a speculator could reduce price uncertainty more by accurately forecasting demand growth than by accurately forecasting supply growth.

We draw from discussions with industry practitioners to argue that conditions required for well-functioning telecommunications commodity markets are similar—in concept—to those required for any commodity **market**. Conditions are: **contract** fungibility, delivery infrastructure, liquid **market**, price uncertainty, and **trading**/clearing **system**. What is unique about the telecommunications commodity is its combination of: (1) being a service, not a tangible good; (2) rapid delivery requirements; (3) tight coupling of buyer and seller during delivery; and (4) market fragmentation.

24/5/6 (Item 6 from file: 35)
DIALOG(R)File 35: Dissertation Abs Online

01250502   ORDER NO: AAD92-33700
OPEN ACCESS TRANSPORTATION, NETWORK COMPETITION, AND MARKET INTEGRATION IN THE NATURAL GAS PIPELINE INDUSTRY

Author: WALLS, WILLIAM DAVID
Degree: PH.D.
Year: 1992
Corporate Source/Institution: UNIVERSITY OF CALIFORNIA, IRVINE (0030)
Chair: ARTHUR S. DE VANY
Source: Volume 5307A of Dissertations Abstracts International.
PAGE 2474 . 165 PAGES
Descriptors: ECONOMICS, GENERAL; ECONOMICS, COMMERCE-BUSINESS; ECONOMICS, FINANCE
Descriptor Codes: 0501; 0505; 0508

    Until recently, federal regulation required natural gas pipelines to bundle the sale of natural gas with its transportation. Gas fields connected to city markets through merchant carrier pipelines who bought and sold gas through long-term contracts. Gas buyers were unable to transact directly with gas producers; they were able to deal only through merchant pipelines. This structure nearly precluded gas markets; there were only a few spot markets and there was no futures market.
    Relaxed pipeline regulation has changed this; natural gas pipelines were permitted to unbundle gas from transportation and to offer pure **transportation** service. As **more** pipelines declared themselves to be "open access" pipelines, spot markets emerged and a **futures** market opened. Soon pipelines **transported** far more gas on behalf of their customers than they sold to them. By using and trading **transportation** on **several** pipelines, brokers and customers developed the ability to buy and sell gas at many points in the dense transmission grid. When enough pipelines opened themselves to transportation, the connected topology of the network could and did support geographic and intertemporal arbitrage.
    Monthly and daily spot gas field and citygate prices are examined to determine the extent to which these markets have become integrated. The empirical results show that prices converged and became more cointegrated across the network. The results of a vector autoregression model support the conclusion that by 1990, trading and arbitrage under the new market institutions enforced an equilibrium free of arbitrage opportunities at the field level. At the city market level, the no-arbitrage condition does not yet hold as strongly due to the restrictions placed on transferable transportation rights by state and local authorities.
    There are still limitations preventing full development of **markets** and competition in the pipeline **network**. In light of the dramatic increase in the efficiency of the natural gas market, there is no evidence to support the need for the Federal Energy Regulatory Commission or regulation. Regulation caused the price disparities and allocative inefficiency that markets eliminated.

24/5/7 (Item 7 from file: 35)
DIALOG(R)File 35: Dissertation Abs Online

01227340   ORDER NO: AADMM-60465
MACROSCOPIC DELAY MODELS FOR THE ANALYSIS OF TRANSPORTATION SYSTEM MANAGEMENT OPTIONS

Author: HELALI, KHALED N.
Degree: M.ENG.
Year: 1990
Corporate Source/Institution: CARLETON UNIVERSITY (CANADA) (0040)
Supervisor: A. M. KHAN
Source: Volume 30/03 of MASTERS ABSTRACTS. of Dissertations Abstracts International.
PAGE 821 . 167 PAGES
Descriptors: ENGINEERING, CIVIL; TRANSPORTATION
Descriptor Codes: 0543; 0709
ISBN: 0-315-60465-4

    During the last **two** decades emphasis in **transportation** planning has shifted from long-term, capital-intensive construction projects to short and medium-term, relatively low-capital cost projects aimed at using existing **transportation** facilities **more** efficiently. This trend integrated **Transportation** System Management (TSM) activities into the overall transportation planning process as a prerequisite prior to initiating major capacity expansion types of capital works.

In this thesis, multi-link streets and networks were synthesized and their performance in delay terms was estimated through micro-simulation. The output of such simulations, in conjunction with physical and traffic characteristics of these systems were used to develop multiple regression types of macro-simulation models of delay. The models developed are capable of estimating vehicle delay for both urban streets and networks. Field data were collected for model validation by using the videotape technique and maps. The models have proven to be valid and accurate. These macro-simulation models were successfully tested against the micro-simulation technique and the 1985 Highway Capacity Manual procedures. Finally a number of illustrative cases are included in this thesis which highlight the practical applications of the models. (Abstract shortened by UMI.)

01116808   ORDER NO: AAD90-21580
WAREHOUSE LOCATION UNDER MULTIPLE TRANSPORTATION OPTIONS (DISTRIBUTION NETWORK DESIGN)

Author: SIRISOPONSILP, SOMPONG
Degree: PH.D.
Year: 1989
Corporate Source/Institution: UNIVERSITY OF MARYLAND (0117)
Director: JOSSEF PERL
Source: Volume 5103B of Dissertations Abstracts International.
PAGE 1404 . 207 PAGES
Descriptors: ENGINEERING, CIVIL; OPERATIONS RESEARCH
Descriptor Codes: 0543; 0796

The deregulation of the U.S. freight transportation industry has increased significantly the spectrum of **transportation options** available to shippers, thereby increasing the importance of representing **multiple transportation options** in the design and analysis of a logistics system. The objective of this study is to develop a methodology for analyzing warehouse location under **multiple transportation options**. The proposed methodology recognizes and represents the interdependence between facility location, transportation, and inventory decisions.

The problem of warehouse location under **multiple transportation options**, termed the Combined Warehouse Location-**Transportation** Problem (CWLTP), is defined as that of determining the number and locations of warehouses, and the "optimal" **transportation options** between plants and warehouses, such as to minimize total distribution cost. The proposed CWLTP model differs from existing warehouse location models in three important aspects. First, it considers the **selection** of **transportation options** as output rather than input. Second, it includes an explicit representation of the inventory implications of warehouse location and transportation decisions. Thirdly, it explicitly represents the required level of customer service.

The CWLTP is a complex mixed integer problem which cannot be solved directly using existing optimization techniques. We develop a heuristic algorithm for solving the CWLTP, which is based on decomposing the CWLTP into two subproblems. Each of the two subproblems is shown to be a component of the CWLTP. With appropriate simplifications, the first subproblem is reduced to a linear mixed integer problem, and is solved exactly. The second subproblem is solved exactly using an implicit enumeration scheme.

We show that the CWLTP solution algorithm provides valid solutions to a sample of test problems of different sizes, and produces reasonable responses to changes in company policy and in the environment in which the company operates. It is also shown that a simultaneous optimization of warehouse location and transportation decisions can lead to a significantly lower total distribution cost, than a component-by-component approach in which warehouse location and transportation decisions are determined independently.

1010964 ORDER NO: AAD88-04078
THE VEHICLE ROUTING PROBLEM WITH PRODUCT/SPATIAL CONSOLIDATION AND BACKHAULING

Author: MIN, HOKEY
Degree: PH.D
Year: 1987
Corporate Source/Institution: THE OHIO STATE UNIVERSITY (0168)
Descriptors: BUSINESS ADMINISTRATION, MANAGEMENT; TRANSPORTATION
Descriptor Codes: 0454; 0709

The passage of the Motor Carrier Act of 1980 diversified distribution managers' **transportation** strategies. The diverse **transportation options** provide the significant opportunity for substantial **transportation** cost savings, which have encouraged **many** companies to reassess the design of their current **transportation systems**. The most "productive" transportation **options** include consolidating small shipments across **different** products/**routes** which originate from **multiple** depots and capitalizing on backhauls by the use of private carriers.

After transportation deregulation, the existing vehicle routing models which did not take into account these real variations were no longer viable for private fleets. In this research, improved vehicle routing models are proposed which incorporate the aforementioned deregulatory options into the mathematical modeling process. In addition, to efficiently solve the vehicle routing problem utilizing product/spatial consolidation and backhauling (VRPCB), this study decomposes the VRPCB into three subproblems: allocation of customers and vendors to depots, determination of fleet size, and routing of vehicles.

This decomposition process is supported by three different solution techniques which complement each other. These include (1) "capacitated" clustering analysis, (2) a linear programming relaxation method, and (3) an "aggregate" and "disaggregate" tour-building procedure. Computational experience with each of these for large-sized problems is reported. Computational results show that the proposed solution techniques are capable of handling the practical size problem with 398 customers, 58 vendors, 10 depots and 45 vehicles. Even larger-sized VRPCB's can be solved with minor modifications of the decomposition procedure.

Finally, in an effort to demonstrate the practicality of the proposed models and solution techniques, applications of these to a real-world problem setting based on actual data are presented. The potential for dealing with various scenarios of VRPCB's is also demonstrated.

24/5/10 (Item 10 from file: 35)

737100 ORDER NO: AAD81-04167
A POLICY-ORIENTED MODEL SYSTEM FOR TRANSPORTATION REGIONS OR CORRIDORS

Author: AKINYEMI, EDWARD OLATUNJI
Degree: PH.D.
Year: 1980
Corporate Source/Institution: STATE UNIVERSITY OF NEW YORK AT BUFFALO (0656)
Descriptors: URBAN AND REGIONAL PLANNING
Descriptor Codes: 0999

A policy-sensitive model system, which can be used for **multi**-modal **transportation** analysis in **transportation** corridors or regions has been developed. The model system does not provide information for selecting a recommended transportation plan, but rather identified promising alternative transportation plans which should be subjected to further detailed analysis. The model system consists of demand, level of service, equilibriation and computation of impacts components.

The demand component uses a multinomial logit model to predict which of the five possible 'main modes'--drive-alone automobile, shared ride, local bus, express bus or rail that each traveller, whose origin and destination locations and

socioeconomic characteristics are known, will choose. A 'sub-mode' (walk, drive/drop or ride a bus) which each traveller will choose to access/egress a main mode is also predicted.

The level of service component consists of access/egress and linehaul equations. The access/egress equations are statistically estimated equations which relate mean and variance of access/egress attributes of each mode in a given zone to a set of **transportation options**. Linehaul equations, on the other hand, are based on a two-directional grid system of highway network. Each grid is a rectangular area which consists of **several** traffic **lanes** and **many** parallel and sequantial highway and transit links along each direction. Each linehaul equation relates average travel time on a mode along a direction over a grid to traffic **volumes**, capacities and **transportation** policy variables along the direction on the grid.

Equilibriation of demand and service is accompished by computing the fixed points of continuous mappings defined by the demand and level of service equations along each direction over each grid.

Finally, impacts of each **transportation** plan are computed for **different** income groups, travel patterns and origin locations of travellers.

The model system has been computerized and organized into five separate programs to enable easier and more flexible analysis of plans by users. It uses options, factors and parameters to allow users to modify 'base case' transportation and land-use plans. The model system has been used to analyze ten alternative transportation plans for Buffalo, New York metropolitan area. The plans range from Transportation System Management (TSM) oriented strategies like priority lanes and ramp metering to improved bus operations and various light rail transit alignments. The results of the analysis show that the model system produces results which are reasonably adequate for 'sketch' planning purposes.

Experience with the model system indicates that it is flexible, fast and inexpensive to operate. A complete run of the model costs about $10. It is the author's belief that it is a step in the right direction in attempting to include the salient features of transportation plans and enable timely production of information about possible consequences of plans at reasonable cost.

24/5/13 (Item 3 from file: 583)
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02580070
QUICKENING PACE OF CHEMICAL DISTRIBUTION

US - QUICKENING PACE OF CHEMICAL DISTRIBUTION
Chemical Week (CW) 22 February 1989 p22-36
ISSN: 0009-272X

Chemical distribution is becoming more sophisticated with the emergence of new **transportation options** and **electronic** data interchange (EDI) for trans-oceanic shipments. Use of EDIFACT (EDI for administration, commerce and transport) is still is in the experimental stage and will not become standard procedure in international shipping in the near future, but the technology appears promising, according to C Arnone, assistant dir/international distribution for ICI Americas. Because shipments often arrive at their locations faster than documents through the mail, EDIFACT would be a vast improvement and would be much more compatible with the just-in-time inventory management approach. Due to the growing emphasis on intermodal traffic and global trade, some firms are offering complete transportation packages to chemical firms. The bulk tank truck industry is becoming profitable again and major liquid chemical trucking concerns are providing better safety programs and intermodal services. Railroads are also enjoying a sharp increase in chemical transport. Due to the changes in chemical transport, **many producers** are reevaluating and changing their distribution strategies, generally using fewer carriers to make deliveries to their customers more reliable and forming long-lasting working relationships. Chemical producers are also keeping a closer watch over their carriers' service and safety. Arco Chemical, Olin and Air Products are implementing EDI, particularly for rail shipments. The chemical industry could benefit from new intermodal technologies, such as stack trains using specially designed containers. Chemical transport via these transcontinental trains costs less than trucking.

Product: Chemical Storage (4226CS); Electronic Data Interchange (4811ED); Value Added Networks (4840VA);
Event: MARKET & INDUSTRY NEWS (60);
Country: United States (1USA); NATO Countries (420); South East Asia Treaty Organisation (913);

24/5/14 (Item 1 from file: 99)
DIALOG(R)File 99: Wilson Appl. Sci & Tech Abs
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2643664 **H.W. Wilson Record Number:** BAST03152574
Multi-criteria approach for the selection of alternative options for environmentally sustainable transport system in Delhi

Yedla, Sudhakar ; Shrestha, Ram M
Transportation Research. Part A, Policy and Practice v. 37A no8 (Oct. 2003) p. 717-29
Document Type: Feature Article **ISSN:** 0965-8564 **Language:** English **Record Status:** New record

Abstract: The present study examines the impact of including various qualitative criteria for the **selection** of alternative **transportation options** in Delhi. Three alternative **transport options** viz. 4-stroke 2-wheelers, CNG cars and CNG buses are prioritized based on six different criteria-energy saving potential (energy), emission reduction potential (environment), cost of operation (cost), availability of technology (technology), adaptability of the option (adaptability) and barriers to implementation (barrier). Based on quantitative criteria 'energy', 'environment' and 'cost', CNG car showed more potential in contributing to environmentally sustainable transport system in Delhi followed by 4-stroke 2-wheelers and CNG buses. Qualitative criteria viz. 'technology', 'adaptability' and 'barriers' in prioritization process resulted in higher priority for 4-stroke 2-wheelers followed by CNG bus and CNG car. Integrated quantitative and qualitative criteria gave a contrasting result as compared to that of the conventional quantitative approach and qualitative approach with highest priority for CNG bus followed by 4-stroke 2-wheelers and CNG car. This could explain the reasons for failure of many potential alternative urban **transport options**. 2003 Elsevier Ltd. All rights reserved.

Descriptors: Sustainable transportation; Urban transportation--Delhi (India) ;

24/5/15 (Item 2 from file: 99)
DIALOG(R)File 99: Wilson Appl. Sci & Tech Abs
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2472285 **H.W. Wilson Record Number:** BAST02130204
Legislative and Technical Perspectives for Advanced Ground Transportation Systems

Kreith, Frank ; West, R. E; Isler, Beth
Transportation Quarterly v. 56 no1 (Winter 2002) p. 51-73
Document Type: Feature Article **ISSN:** 0278-9434 **Language:** English **Record Status:** New record

Abstract: This paper analyzes from legislative and technical perspectives 10 **different** scenarios for advanced ground **transportation** systems using natural gas to supplement oil. It is first shown that previous legislative efforts to promote the use of alternative fuels by incentives have failed because of a lack of infrastructure to store and distribute the fuels. The paper then compares the efficiencies of various fuel-vehicle options by means of a well-to-wheel fuel cycle that starts with the well at which the feedstock is extracted from the ground and ends with the power delivered to the wheels of the vehicle. The complete cycle includes feedstock production; feedstock **transportation** and **storage**; fuel production; fuel **transportation, storage**, and distribution; and finally the vehicle operations. Such an all-inclusive comparison is essential in order to accurately and fairly compare the efficiency of **transportation** fuel **options**. This approach indicates that at the present time hybrid-electric vehicles, particularly those using diesel engines, can achieve the highest efficiency among available technologies. Hydrogen spark ignition, all-electric battery-powered, and methanol fuel cell vehicles rank lowest in well-to-wheel efficiency because of their poor fuel production efficiencies. The study also examines various options to reduce air pollution and concludes that any significant reduction requires repairing the worst 10% of polluting vehicles or removing them from the national transportation fleet. Reprinted by permission of the publisher.

Descriptors: Natural gas vehicles; Road traffic-- Environmental aspects; Hybrid drive vehicles ;

24/5/16 (Item 3 from file: 99)
DIALOG(R)File 99: Wilson Appl. Sci & Tech Abs

1259664 **H.W. Wilson Record Number:** BAST95055428
Air transport system congestion in East Asia

Clarke, Richard A ;
Transportation Quarterly v. 49 (Summer '95) p. 31-42
Document Type: Feature Article **ISSN:** 0278-9434 **Language:** English **Record Status:** New record

Abstract: The 5 methods being considered to reduce the high level of airport and airspace congestion in East Asia are reviewed. The 5 methods are new/larger airports, increased use of surface **transport** alternatives, larger **capacity** aircraft, improved air traffic control (ATC) systems, and economic rationing of runways and airspace. Building new or larger airports is the most expensive option in terms of environmental costs on the surrounding area, land acquisition, and construction costs. Although alternate surface **transport systems options** are limited because of the terrain in that area, the technology is in place to make water transport a viable substitute for **many** East Asian air **routes**. Demand would probably outpace capacity even if new airports and larger capacity jets were used. State-of-the-art ATC systems could be effectively used in East Asia, but it is unlikely that an ATC system could be put in place uniformly with cooperation among nations in the region because of sovereignty problems. Airport or airway congestion is basically an economic problem of rationing scarce resources; therefore, a pricing system would be the most efficient and equitable method of economic rationing.

Descriptors: Airlines--Traffic; Airports--Southeast Asia ; Transportation engineering--Economic aspects ;

24/5/17 (Item 1 from file: 2)
DIALOG(R)File 2: INSPEC

08673632
Title: **Freight buyers elect industry-specific tools to buy online**
Author(s): Hannon, D.
Journal: Purchasing , vol.132 , no.1 , pp.47
Publisher: Cahners Publishing
Country of Publication: USA
Publication Date: 16 Jan. 2003
ISSN: 0033-4448
SICI: 0033-4448(20030116)132:1L.47:FBEI;1-G
CODEN: PURCAO
Language: English
Document Type: Journal Paper (JP)
Treatment: Application (A); Practical (P)
Abstract: It is no secret that putting a **transportation** spend online is **different** than putting a commodity spend online. With a complex matrix of **freight lanes**, modes, and countless **different options** for a mix of **carriers** and service levels, a company's **transportation** spend is typically **more** complicated than that of its commodity items and requires a more advanced set of e-sourcing tools to bring it online effectively. The paper discusses two case studies of Honeywell International and Toshiba International
Subfile(s): D (Information Technology for Business); E (Mechanical & Production Engineering)
Descriptors: goods distribution; Internet; manufacturing industries; purchasing; transportation
Identifiers: freight buyers; transportation; carriers; commodity items; logistics; e-sourcing tools; Internet; case studies; online purchasing; Honeywell International; Toshiba International; manufacturer
Classification Codes: D2090 (Leisure industry, travel and transport applications of IT); D2140 (Marketing, retailing and distribution applications of IT); D2080 (Information services and database systems in IT); E0410F (Business applications of IT); E0430 (Information resources and networks); E1830 (Goods distribution); E3050 (Service industries); E3600 (Manufacturing industries)

24/5/22 (Item 6 from file: 2)
DIALOG(R)File 2: INSPEC

04792953
Title: A logistics analysis at Heinz
Author(s): Kekre, S.; Nandakumar, P.; Powell, T.A.; Rajagopalan, S.
Author Affiliation: Graduate Sch. of Ind. Adm., Carnegie Mellon Univ., Pittsburgh, PA, USA
Journal: Interfaces , vol.20 , no.5 , pp.1-13
Country of Publication: USA
Publication Date: Sept.-Oct. 1990
ISSN: 0092-2102
CODEN: INFAC4
U.S. Copyright Clearance Center Code: 0092-2102/90/2005/0001$01.25
Language: English
Document Type: Journal Paper (JP)
Treatment: Practical (P)
Abstract: Heinz USA and Carnegie Mellon University examined various **options** for **shipping** tomato paste from Heinz's processing facilities on the West Coast to its Midwest factories. Seasonal variations in demand and supply for tomato paste, coupled with varying freight costs, caused the **selection** of appropriate means of **transportation** to be complex. The authors have developed a decision support system (DSS) to assess the costs of using three options: specialised tank cars, Scholle bags, and a combination of both. The **model** demonstrated that tank cars were **more** economical than bags when the utilization of cars was above a critical level. The analysis gave management a powerful **tool** to assess alternative **investment** strategies and the sensitivity of operating costs and performance under various business conditions (*5 refs.*)
Subfile(s): C (Computing & Control Engineering); E (Mechanical & Production Engineering)
Descriptors: decision support systems; food processing industry; goods dispatch data processing; scheduling; transportation
Identifiers: tomato paste shipping; food processing industry; logistics analysis; freight costs; transportation; decision support system; management
Classification Codes: C7180 (Retailing and distribution computing); C7102 (Decision support systems); E0410F (Business applications of IT); E1830 (Goods distribution) ; E3602 (Food industry)
INSPEC Update Issue: 1991-003
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24/5/24 (Item 8 from file: 2)
DIALOG(R)File 2: INSPEC

04342815
Title: Distribution networks: facility location, transportation and inventory
Author(s): Perl, J.; Sirisoponsilp, S.
Author Affiliation: Dept. of Civil Eng., Maryland Univ., College Park, MD, USA
Journal: International Journal of Physical Distribution & Materials Management , vol.18 , no.6 , pp.18-26
Country of Publication: UK
Publication Date: 1988
ISSN: 0020-7527
CODEN: IJDME4
Language: English
Document Type: Journal Paper (JP)

Treatment: Theoretical or Mathematical (T)

Abstract: The article discusses the specific elements of the interdependence between facility location, transportation and inventory decisions, and proceeds to present an integrated mathematical model for the distribution network design problem, which explicitly represents the trade-offs between facility, transportation and inventory costs. There are three basic differences between the proposed integrated model and existing location models: it represents all three cost components of the design problem; it represents **multiple transportation options**; and it explicitly represents the required level of customer service. The proposed model has not yet been tested numerically. An efficient computerised solution method is currently under development. Upon completion of this development, the model will be tested and the results will be reported in future publications (*25 refs.*)

Subfile(s): C (Computing & Control Engineering); E (Mechanical & Production Engineering)

Descriptors: operations research; stock control; transportation

Identifiers: operations research; facility location; **transportation**; inventory; distribution **network** design; multiple **transportation options**

Classification Codes: C1290F (Systems theory applications in industry); C1290H (Systems theory applications in transportation); E1010 (Production management); E1540 (Systems theory applications)

INSPEC Update Issue: 1989-009

Copyright: 1989, IEE

24/5/28 (Item 12 from file: 2)
DIALOG(R)File 2: INSPEC

02578007

Title: Models for transportation level of service

Author(s): Talvitie, A.; Dehghani, Y.

Author Affiliation: State Univ. of New York, Buffalo, NY, USA

Journal: Transportation Research, Part B (Methodological) , vol.14B , no.1-2 , pp.87-99

Country of Publication: UK

Publication Date: March-June 1980

ISSN: 0191-2615

CODEN: TRBMDY

Language: English

Document Type: Journal Paper (JP)

Treatment: Application (A); Theoretical or Mathematical (T)

Abstract: Describes the development of models for predicting travel times of door to door trips for both transit and automobile trips. The models for access times have a distribution associated with them and permit a truly disaggregate assignment of travel time components. The equations for linehaul travel time of the highway using modes (bus, auto) are volume dependent and can thus be used in equilibrating travel demand and level of service. All the models are related directly to **transportation** policy **options**-changing bus line spacings, bus headways, **number** of (priority) **lanes**, etc.-and translate the effects of such policies into specific values of the level-of-service attributes without the need to code networks and run paths. The use of the models in a practical application is also discussed (*10 refs.*)

Subfile(s): C (Computing & Control Engineering)

Descriptors: transportation

Identifiers: **transportation level**; service; travel times; transit; automobile trips; linehaul travel; bus; auto

Classification Codes: C1290H (Systems theory applications in transportation)

INSPEC Update Issue: 1980-011

Copyright: 1980, IEE

24/5/31 (Item 1 from file: 139)
DIALOG(R)File 139: EconLit

484321
Title: Forward Shipping Options for Grain by Rail: A Strategic Risk Analysis

Author: Wilson, William W.; Priewe, Steven R.; Dahl, Bruce
Author Affiliation: ND State U; ND State U; ND State U

Abstract Indicator: Abstract

Abstract: In the late 1980s, grain-hauling railroads began offering alternatives that have made shipping decisions **more** strategic. **Shippers** now confront alternatives ranging from nearby and unguaranteed ordering to various durations of forward and guaranteed shipment. Each has varying penalties for cancellation and payments from the railroad for nonperformance, and differing risks and payoffs. Because of the configuration of choices, shippers confront a portfolio of shipping alternatives. A dynamic stochastic simulation model was developed to analyze alternative strategies. The model includes the effects of uncertainties in tariff rate changes, car premiums, basis levels, forward and spot grain purchases, and receiving railcars under each of three alternatives. Shipping demand is determined by inter-month commodity price differences, carrying costs, **transport** costs, and **storage capacity**. Considering these factors, the shipper chooses grain sales and shipping strategies that maximize net payoffs and confronts a tradeoff between expected profits and risk.

Geographic Location Descriptor(s): U.S.
Regional Interest: Northern America
Descriptor(s) (1991 to present): Agricultural Markets and Marketing; Cooperatives; Agribusiness (Q130); Contingent Pricing; Futures Pricing; option pricing (G130); Railroads and Other Surface Transportation (L920); **Options**; Rail; Railroad; **Shipping**

V. <u>Additional Resources Searched</u>

Financial Times FullText (via ProQuest): No relevant results.

Internet & Personal Computing Abstracts (via EBSCOhost): No relevant results.